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METEOROLOGICAL JOURNAL KEPT AT THE OBSERVATORY, CAPITOL HILL, THE MONTH OF MARCH, 1839.
Communicated monthly for the Army and Navy Chronicle.

Days of the month.		9 A. M.										3 P. M.										TEMPERATURE.		RAIN or Snow.		Evaporation.	
		Barometer.	Therm'eter.		Hygrometer.		WIND, Direction and Force.		Weather.	Barometer.	Therm'eter.		Hygrometer.		WIND, Direction and Force.		Weather.	Max.	Min.								
			Sun.	shade	Sun.	shade	Sun.	shade			Sun.	shade															
1		29.984	70°	37°	25	12	Westward	Fresh	Clear	30.066	66	43	27	16	Westward	Moderate	Clear										
2		29.874	56	52	35	17	S'd & E'd	Moderate	Hazy	29.734	82	66	48	18	S'd & W'd	do	do										
3		29.992	60	30	12	18	N'd & W'd	Fresh	Clear	30.114	00	26	15	11	N'd & W'd	Fresh	Cloudy										
4		30.504	50	16	too low		do	do	do	30.450	00	26	14	12	Westward	Moderate	Clear										
5		30.344	45	25	"	"	S. & W.	Moderate	do	30.308	62	38	too low		do	do	do										
6		30.438	70	34	30	04	Cal'm	Cal'm	Hazy	30.350	70	48	38	10	Southward	do	do										
7		30.112	64	45	41	04	S. & W.	Light	do	29.950	00	60	56	04	do	Light	Hazy										
8		29.614	00	43	42	01	Cal'm	Cal'm	do	29.500	00	48	45	03	Westward	Moderate	Cloudy										
9		29.700	00	51	42	09	South	Moderate	Cloudy	29.602	00	58	48	10	do	Light	do										
10		30.070	50	30	27	03	West	Fresh	Clear	30.062	65	37	27	10	do	Fresh	Clear										
11		30.128	00	34	34	00	N. W.	Light	Cloudy	30.140	73	44	24	20	N'd & W'd	Moderate	do			0.070							
12		30.406	00	32	19	13	do	Moderate	Clear	30.418	76	48	26	22	do	Light	do										
13		30.440	61	36	33	03	West	Light	do	30.350	68	53	34	19	Southward	Moderate	do										
14		30.150	00	48	48	00	Cal'm	Cal'm	Rain	30.144	09	47	38	09	N. N. W.	Light	Cloudy			0.13		.490					
15		30.330	72	35	30	05	do	do	Hazy	30.286	74	46	30	16	S'd & W'd	do	Clear										
16		30.228	55	46	36	10	South	Moderate	do	30.046	78	59	55	04	do	Moderate	do										
17		30.148	00	42	18	24	S. E.	Light	Cloudy	30.208	84	64	33	31	Southward	do	do										
18		30.026	66	52	46	06	S. W.	do	Hazy	29.900	91	76	46	30	do	do	do			0.06							
19		29.838	71	63	53	10	do	do	do	29.944	77	55	53	02	Northward	do	do										
20		30.284	00	39	39	00	N. E.	do	Rain	30.230	00	39	38	01	Eastward	do	Cloudy										
21		30.006	00	42	42	00	do	do	Misty	29.872	00	50	50	00	S'd & W'd	Light	Misty			0.25							
22		29.850	70	48	47	10	West.	do	Clear	29.844	00	67	45	22	Southward	do	Cloudy										
23		29.758	00	49	49	00	N. E.	do	Rain	29.220	00	48	34	14	Northward	Fresh	do			0.09							
24		30.038	63	43	30	13	N. W.	do	Clear	29.990	80	55	29	26	Westward	Moderate	Clear										
25		29.950	00	42	42	00	do	Fresh	Cloudy	30.018	62	45	22	23	N'd & W'd	Strong	p's g.clds					.068					
26		30.252	69	45	32	13	South	Moderate	Clear	30.128	77	57	28	29	Southward	Moderate	Clear										
27		29.988	83	55	29	26	N. W.	do	do	29.918	90	72	57	15	S'd & W'd	Fresh	do										
28		30.050	76	63	50	13	South	do	do	29.990	00	78	47	31	do	do	Cloudy										
29		29.924	84	70	50	20	do	do	Hazy	29.804	82	77	45	32	do	Strong	Clear			0.34							
30		30.168	00	44	44	00	N. W.	Fresh	Rain	30.286	00	46	30	16	N'd & W'd	do	Cloudy										
31		30.590	60	38	35	03	North	do	Clear	30.558	71	51	100	low	N'd & E'd	Fresh	Clear										
		30.102		42.8						30.044																	

MARCH 15—Zodiacal light visible till nearly 8 P. M. The altitude of the pyramid 40° and base 15°. MARCH 19—At 2 P. M. thunder and lightning in the east, and light showers of rain; wind variable.
MARCH 22—From 9° 15' to 9° 45' P. M. diverging beams of the aurora borealis were visible in the N.E. quarter of the horizon. By reference to the journal, it will be seen that the weather was cloudy at the time, and the appearance was consequently very anomalous. At 10 there remained but a diffused light, extending from N.N.E. to E.N.E.

COMMUNICATIONS.

MUTILATION OF THE MONUMENT,

ERECTED TO THE MEMORY OF THOSE WHO FELL
BEFORE TRIPOLI.*To the Editor of the Army and Navy Chronicle:*

Whoever commits a violation, or consents to a perversion of well authenticated history, is guilty of a moral offence, for which he is bound to make atonement to the world; and my object in asking the insertion of this article in a publication which professes to chronicle the events of the navy, is to show that I have done all in my power to purify a page which concerns its character, as well as that of my country and my own. This I do, as I am about leaving America in feeble health, and probably it is the last time I shall have occasion to address you on any subject.

It may be within the recollection of many, that during our war with Tripoli, several of our naval officers fell gloriously before it, in vindication of the honor of our country. I was confined a prisoner at the time, in the Pacha's castle, and was prevented from participating in the acts which immortalized their names; but I was no sooner released by the peace which took place, than a subscription was got up by their brother officers, to erect a monument to perpetuate their fame, so that their conduct might serve as an example for the imitation of others. The money for this purpose was placed at my disposal; I drew the design, had it executed in Italy, brought to the United States, and placed in the navy yard, surrounded by trophies taken from the Tripolitans.

Suitable descriptive inscriptions in English, explanatory of its object, and by whom erected, were placed on it; and one, among others, purporting that the heroes, whose ashes were supposed to be deposited in it, had been inspired by the love of Glory, (represented by the lamps which surrounded the base;) and Fame, after crowning them, had presented to them the Palm. Commerce, bearing the *Cornucopia*, is represented lamenting the fall of its protectors. The bas-relief at the foot of the naval column, represents the battles fought before Tripoli, which America is pointing out and describing to her admiring children, and History is calmly seated at the base, looking back, recording the past events, with a golden pen.

This monument, from its purely unexaggerated and inoffensive character, it was believed, would secure respect, and be exempt from barbarous violence and insult; but I regret to say that, on the invasion of Washington by the British, under General Ross and Admiral Cockburn, it was most shamefully mutilated, and all the historical points and poetic allusions of the inscriptions were defaced, and maliciously and disingenuously obliterated; and this it is now my purpose to show.

The *Flames* of the lamps of *Glory*, or *Immortality*, were taken away; the *Palm* snatched from the hand of *Fame*; the *golden pen* taken from the hand of *History*; the *pointed forefinger* of the hand of *America* broken off; as also was the "*little end of the horn*" of *Plenty*, borne by *Commerce*. (This vulgar implication needs no comment;) and the sacrilege and violence offered to it made the whole monument more unmeaning and insulting to the navy and the nation, than if it had been entirely overthrown and destroyed.

I arrived in Washington the day after its evacuation by the British, and my first visit was to the navy yard, to learn how the monument had fared. I was regardless of the havoc and destruction of the smoking ruins which surrounded it, and was pleased to believe, at first sight, that it had been respected; but on a close examination, I was persuaded that no common mind and hand had been concerned in the outrage, and that it had not been done without great deliberation. Many conjectures were formed, and

rumors on the subject were afloat, and it was believed by many that the monument had been mutilated by some of our own people, and I determined at once to put the matter to rest.

I consequently addressed a note to Commodore THOMAS TINGEY, the commanding officer of the navy yard, dated the 7th of October, 1815; and another of the same date to Mr. BULLER COCKE, the naval storekeeper; copies of both of which are subjoined, and which led to the correspondence and affidavits annexed, and show proofs of the most positive character that the monument was "mutilated by Britons on the 25th of August, 1814." This inscription I caused to be placed on the base of the column, to perpetuate the event, which many entreated me afterwards to remove, and to repair the damage, both of which I refused, as the circumstances attending it were as well established as any other historical fact; and so I proved to them by the documents I now send for insertion.

About the time of my leaving Washington to go to the East, Commo. HULL, then commanding the navy yard, asked my consent for the removal of the monument from the navy yard, to be placed near the Capitol, to which I objected, as the navy yard was its proper element, and the place for which it was originally intended. About the same time I received a letter on the same subject from a member of Congress, a chairman of some committee; my reply was to the same effect. In the course of our correspondence, the inscription commemorative of the mutilation was referred to; I reiterated the fact of its being historical, and offered proofs.

On my return to America I found, to my astonishment and mortification, that the monument had been taken to the Capitol; the obnoxious inscription had been removed; some of the mutilations had been repaired; and, to cap the climax of absurdity, this naval monument had, as an evil omen I presume, been placed in a small circular pond of dirty fresh water, (not large enough for a duck puddle,) to represent the Mediterranean sea.

Was it intended that the Capitol, which had been burnt on the same invasion, was to give honor and protection to the mutilated monument? and was the removal of the inscription, and the partial repairs of the violence offered to it, intended to efface all recollection of the events which the inscriptions were meant to perpetuate? Then why was not the *Golden pen* restored to the hand of *History*? the *Palm* to that of *Fame*, and the *Flames of Glory* to the *Lamps of Immortality*? Or was it that these self-constituted judges of historic truth, and guardians of naval honor, were ignorant of the groupings of the design, and the allusions to which it refers? or did they intend, by the omissions, to offer another insult to the truth of the history, of which the monument was the type?

I now call on those who have violated the sacred character of history, by impeaching the truth of the inscription, to restore it to what it was when taken from the navy yard; so that, while the monument may proclaim the glory of those whom it was intended to immortalize, the inscription may proclaim the dishonor of those who have violated its sanctity. Restore the inscription, and the monument will be one of disgrace to Britons. It is now (by implication and association) a dishonor to the navy and my country.

DAVID PORTER.

CHESTER, April 11, 1839.

WASHINGTON, Oct. 5, 1815.

DEAR SIR: It would cost not above ten or twelve dollars to paint the letters on the Tripolitan Monument black, or rather a dark bronze. I wish you and I could afford forty or fifty dollars more, and they should be gilded.

As to the other inscription, let me, in the spirit of

the most friendly candor, make a few remarks, which plead their candor for their excuse.

The monument of London, a tall column of 202 feet high, ascribes the fire of London to the malice of the Papists. POPE, if I recollect the lines right, has damned this inscription everlasting fame, in one of his essays:

"Where London's column, pointing to the skies,
Like a tall bully, lifts its head, and lies."

Now it is asserted, at and about the navy yard, that the monument was left untouched by the British, and was mutilated by the wantonness of boys, and home-nursed ragamuffins. If this is so, although no one more angrily feels the just indignation of an American at the general conduct of the British, particularly as regards the public monuments of this place, than myself, and no one would give this indignation more publicity, I submit to you whether the fact should not be fully ascertained before it is recorded. You have the best opportunities to get at the truth, and if you are satisfied, the inscription shall be immediately cut.

I have to propose some repair of the monument from injury done by the frost. It was not my fault that it was not secured at first. When I have an opportunity to see you, I will state what I wish.

Yours, very sincerely and respectfully,

B. H. LATROBE.

Commodore PORTER.

WASHINGTON, Oct. 7, 1815.

DEAR SIR: It is my intention to record, as long as marble will last, the infamy of those who wantonly mutilated the Monument in the navy yard.

If the injury was done by our own people, as has been confidently asserted, they alone shall bear the stigma; if by Britons, the recollection shall be handed down to posterity. You, I have understood, are among those who have asserted that the injury was done by Americans. There are others who as confidently assert the contrary. I am desirous of collecting all the facts on this subject so interesting to us, and hope, for the honor of my countrymen, that they may be relieved from so foul a stain. If my countrymen have been guilty, the guilt can be proved; if it cannot, it is fair to let it rest on Englishmen. Yet the fact shall not be recorded to their infamy, until the most satisfactory testimony can be obtained, that they were the perpetrators.

If the monument was uninjured when the British took possession of the yard, and injured when they left it, there can be no doubt of its having been injured by them.

You can aid me greatly in the inquiry, and all testimony on the subject I should wish to obtain in the form of affidavits, taken before a magistrate, the expense of which I will be answerable for.

With great respect, your very ob't serv't,

DAVID PORTER.

Commo. THOMAS TINGEY,

Commanding Navy Yard, Washington.

NAVY YARD, WASHINGTON,
October 14, 1815.

DEAR SIR: In reply to your favor of the 7th inst., relative to the mutilation of the Monument in this yard, I can say but little from my own knowledge, and perhaps in my best recollection of that business I may err.

On coming into the yard on the morning of the 25th August, I learned that a party of the enemy's seamen had just left it, having set fire to the detail issuing store, cooper's shop, and the sheds attached to the east wall of the yard, which had escaped the flames of the preceding night. I found in the yard Mr. Ed'd. Vidler, who had long been overseer of the laborers, from whom I gained the information. I remained in the yard probably a few minutes over an hour, and certainly did not perceive any injury

done to the Monument at that time. I am nearly certain that all the Flames were then in their places uninjured.

Being strongly urged by Mr. Vidler and others to leave the yard, lest I should be made prisoner, I left it, probably about 20 minutes after 10 A. M., and very soon afterwards it was entered by a strong force of the British army, as I was informed on my return the next day.

In the untoward situation we were then in, it is not to be wondered at that my attention was not particularly drawn to the Monument; and I believe it was nearly the end of the week when I was informed that some of the flames had been broken off, and the others loose. I immediately went and took one that lay on the base, or on the ground, one still remaining fast, and the other two missing. I was informed that one of them had been carried to a neighboring house by Col. TATHEM, now in this city, which one I shortly after recovered, and the other was brought to me after having been in a fire.

All this while I heard not the least lisp that the mischief done was by the enemy; but that generally it was attributed to a parcel of wicked boys in the neighborhood, (some of whom had been attached to the yard,) the same who had helped in plundering my house, breaking the locks off the doors, tearing down and stealing the bells, and other outrages of the kind. It remained, therefore, impressed on my mind, that those to the Monument had been perpetrated by the same boys; particularly as several of them had been seen on it by one of the workmen, (Wm. Prime,) now employed as a painter, who named some of them. This Mr. Prime, however, named two other men, who also had been attached to the yard, who, he says, will depose on oath, that, standing on the high ground, eastward of the yard, they saw a soldier of the enemy take the pen out of the hand of the figure representing History, which I consider conclusive evidence that some of the enemy's soldiery commenced the mutilations and robbery of the emblems, if they did not perpetrate the whole, although I had been under contrary impressions before.

Mr. COCKE having collected extensive testimony to corroborate those facts, I hope you will have sufficient to justify your recording the foul deed on the marble tablets.

I am, with sincere respect, dear sir, your obedient servant and friend,

THOS. TINGEY.

DAVID PORTER, Esq.

WASHINGTON, Oct. 7, 1815.

DEAR BULLER: I enclose you the copy of a letter to Capt. TINGEY. It was written in consequence of a letter from Mr. LATROBE, caused by an order from me to cut the following inscription on the Monument:

"MUTILATED BY BRITONS,
AUGUST 25TH, 1814."

I wish to put it beyond all doubt whether it was injured by Americans or Englishmen, and I shall register the testimony in some of the public offices. I beg you to assist me in this interesting affair, and get all the evidence you can on oath. If you can make it appear that a British officer was seen with a piece of the Monument, the fact of the injury will be clear, when connected with other circumstances.

Let me hear from you on the subject.

With much respect and esteem, your obedient servant,

D. PORTER.

Mr. B. COCKE,

Navy Store-keeper, Washington,

NAVY YARD, Oct. 15, 1815.

SIR: In compliance with your letter of the 7th inst., requesting I would assist you in collecting tes-

timony whether the Monument erected in this yard by the officers of the navy, in memory of their deceased brother officers who were slain before Tripoli in 1804, was mutilated by the wantonness of our own people, or by the British troops during their invasion of the city, in August, 1814. I have carefully examined several persons whom I have found capable of furnishing the information required, and have the honor to enclose you the result.

The length of time that has elapsed since the act was perpetrated, has thrown considerable difficulty in the way of this investigation; and the absence of stronger proof must be attributed partly to this circumstance; but more particularly to the caution observed by the enemy in excluding from the yard the spectators, as far as it was in their power to do. I have, however, I think, collected sufficient evidence to prove, to the satisfaction of every candid man, that the Monument was "MUTILATED BY BRITONS, ON THE 25TH OF AUGUST, 1814."

The affidavits of Augustine Serra and John Boyce, (marked No. 1 and 2) prove satisfactorily that spectators were not allowed to approach the navy yard while it was occupied by their troops.

The affidavits of Mrs. Rebecca Shaw and Mrs. Philipia Marshall, (marked No. 3 and 4,) prove that they were on the Monument in an exulting manner; and the affidavits (marked No. 5 and 6) of John Gibson and Martha Ann Fry, show conclusively that the Pen of History, and Palm of Victory from the hand of Fame, were in their possession.

It should be remembered that the uniform of British troops are unknown to our people, and that in many instances it is difficult for inexperienced persons to distinguish the rank of officers, by their dress, from the privates. I have, therefore, not been able to prove the rank of the perpetrators of this disgraceful transaction; the persons whom I have examined confining themselves to red coats, in contradistinction to the party of sailors who were in the yard on the same morning dressed in blue, under, I presume, Capt. Wainwright, of the navy.

I am happy to add that, during the examination, I have not been able to discover, after the most general and rigid inquiry, the shadow of proof that any of our people were in any manner concerned in the mutilations of the Monument.

I am, sir, with much respect and esteem, your obedient servant,

BULLER COCKE.

Cpvt. DAVID PORTER,
United States Navy.

No. 1.

I, AUGUSTINE SERRA, resident near the navy yard, do certify and swear, that I was in the navy yard on Thursday morning, 25th Aug. 1815, [1814] at the time a party of sailors, under the command of a British naval officer, was in the yard, and that I was ordered off and out of the yard by the said officer; that I did not again go into the navy yard until next day, when I discovered that the fingers of one of the images were broken off. I do further declare that on the said 25th day of August, another party of British troops were in the yard; but sentinels being placed around the gate, prevented the approach of spectators. I have no reason to believe that the Monument was destroyed or injured by them, although they might have done it. Given under my hand this 13th day of October, 1815, at the city of Washington.

AGOSTINE SERRA.

District of Columbia, County of Washington, to wit:

On this 13th day of October appears Augustine Serra before me, and makes oath, in due form of law, to the truth of the above statement.

Sworn before JOSEPH CASSIN.

No. 2.

JOHN BOYCE, nineteen years of age, a resident of the city of Washington, states that he was at the navy yard gate, in the city aforesaid, on the 25th of August, 1814, about 9 or 10 o'clock in the morning, when the enemy marched a detachment into the navy yard; they immediately ordered off the spectators, who had assembled about the gateway, and shut the gate, and placed a sentinel on the inside of the gate. He believes they were in the yard about one hour. He further states that before the detachment of troops above mentioned entered the yard, a party of sailors had been in, headed by a naval officer, with two gold epaulettes on, who, he had understood, was Capt. Wainwright, of the British navy. Given under my hand at Washington, Oct. 11, 1815.

JOHN BOYCE.

Sworn to before me, one of the Justices of the Peace for the County of Washington, District of Columbia, this 12th day of October, 1815.

JOSEPH CASSIN.

No. 3.

I, REBECCA SHAW, do state that I remained at my house during the whole time the British were in the city of Washington, between the 24th and 26th days of August, in the year 1814. That on Thursday forenoon, the 25th of August, I saw a party of British troops in the navy yard; some of them appeared to be employed in spiking the cannon, while others were on the Monument, huzzaing and cheering; that the enemy had left the yard just before the violent storm commenced that day. About this time Patsey Fry, daughter of the widow Fry, came to my house with the pen, which I knew belonged to the monument in the navy yard, which she gave one of my children, observing she had picked it up where the British dropped it. Given under my hand at Washington, this 13th of October, 1815.

REBECCA SHAW.

Sworn to and subscribed before me, this 13th day of October, 1815.

SAM'L. N. SMALLWOOD,
Justice of the Peace;

No. 4.

I, PHILIPIA MARSHALL, residing in the vicinity and near the east wall of the navy yard in this city of Washington, do state that I was on the hill near my house during the time the enemy (meaning the British troops) were in possession of the navy yard. That I saw several of their men on the base of the monument, cheering and huzzaing. On being asked what they appeared to be doing on the monument, she answers, that they appeared to be examining the images on it, but was too far off herself to discover particulars. Given under my hand at Washington, October 11, 1815.

her

PHILIPIA MARSHALL.
mark.

District of Columbia, Washington County, to wit:
Sworn to before me, one of the Justices of the Peace for the county aforesaid, this 12th day of Oct., 1815.

SAM'L. N. SMALLWOOD.

No. 5.

I, MARTHA ANN FRY, do swear that I was in the navy yard, on the 25th of August, 1814, at the time the British troops were in the yard. That just before they left the yard the storm was coming on, I was standing near the monument, I saw an officer with a red coat on * have the golden Pen belonging to the monument in his hand; after holding it some time, he threw it down and damn'd himself that they had had trouble enough. I then picked up the Pen, and seeing the storm coming up very fast, I came out

* Marines, I presume.

D. P.

of the yard to go home, but stopped on my way at Mrs. Shaw's, and gave the Pen to one of her children. Given under my hand at Washington, Oct. 13th, 1815.

MARTHA ANN FRY.

District of Columbia, County of Washington, to wit: On this 13th day of October, 1815, appears the above named Martha Ann Fry, and made oath in due form of law to the above statement.

Sworn before JOSEPH CASSIN.

No. 6.

WASHINGTON CITY, Oct. 14, 1815.

I, JOHN GIBSON, do declare that I was standing on the hill near the east wall of the navy yard, on the 25th of August, 1814, at the time the British troops had possession of the navy yard. That I saw a number of soldiers in red coats upon the monument, and that I saw one with a red coat on reach up and break off the golden leaf or Palm (as I understand it to have been) in the hand of Fame, which, from the distance I was from them, I could plainly perceive. That after it was broke off I saw it in his hand; at this time seeing them place a sentinel near where I stood, I thought it prudent to go away. Given under my hand at Washington, Oct. 14, 1815.

his
JOHN X GIBSON.
mark.

* Marines, I presume.

D. P.

Sworn to and subscribed this 14th day of October, 1815, before

SAM'L. N. SMALLWOOD.
Justice of the Peace.

No. 7.

NAVY YARD, WASHINGTON,
October 12, 1815.

Having been requested to state what I recollect relative to the conduct of the British troops on the 25th of August, 1814, do state as follows:

When they entered the yard they shut the gate, forbidding any one to enter. I was in the yard afterwards, on the same day, but did not observe any injury done, except burning of the navy store, and the other buildings left unburnt the day before. I am not certain whether it was on the Saturday or Monday following that I observed the injury done to the monument. I do not recollect any thing else at this time, as it respects their conduct.

EDW'D. VIDLER.

No. 8.

This is to certify that I, THOMAS AP CATESBY JONES, a Lieutenant in the navy of the United States, while a prisoner of war, and confined on board the Gorgon, British hospital ship, off Cat island, on the 15th day of December, 1814, heard one Capt. Collins, of the 2d West India regiment, speak in the most vaunting terms of the outrages committed by the British on the Chesapeake bay, particularly relative to the destruction of the Capitol, and other public works at this city. Capt. Collins assigned, as a justification of such acts, that the United States had wantonly declared war at the moment England was closely engaged in defence of her dearest rights, and that his Government was determined to let the Americans feel the pressure of war. Capt. Collins was the first person who informed me of the mutilation of the monument at the navy yard; to the best of my recollection he said the Pen taken from the hand of History, was at that time on board the Sea Horse. This last act, he said, was intended as a rebuke to the lying Yankee officers, who should have no more deeds of valor to record. I heard the monument spoken of by other persons while on board

* The Palm branch, I presume, which had very much the appearance of a golden quill.

D. P.

the Gorgon, but do not recollect any further particulars. I was under the impression at that time that the injury it had received was by the hands of the British, and have seen nothing subsequent to change my impression.

THOS. AP CATESBY JONES,
Lieut. U. S. Navy.

The above named Thomas Ap Catesby Jones, made oath in due form of law before the subscriber, a Justice of the Peace of the County of Washington, that the above statement is just and true. October 14, 1815.

JAMES M. VARNUM,
Justice of the Peace.

No. 9.

MARGARET FOSTER states that she and a number of others, among whom she recollects Mr. and Mrs. Martin, Mrs. Benjamin King, the carpenter's wife, Mr. Hevenant, were engaged in carrying off and saving, at the request of Mr. and Mrs. Martin, Commo. Tingey's furniture, &c., when the second detachment of the British marched into the yard.

She says that between the time the first party of sailors had left the yard and the second company came in, she and some others had been to the monument, and observed no injury it had sustained. She thinks she remembers well that the Pen of History was in the hand of the image. She says that after the second party (red coats) left the yard, she and, she thinks, Mrs. B. King aforesaid, went to the monument again, and that it was then she discovered the Pen was gone, and the fingers of the image that points to the monument was broken off. She thinks Mrs. King aforesaid observed that the English had hurt the monument. She states that she carried several turns of Commodore Tingey's furniture to Mrs. Martin's, and that a great deal of it had been removed by others, and that no plunder was made until after the enemy had finally quitted the yard.

her
MARGARET X FOSTER.
mark.

District of Columbia, Washington County, to wit: Sworn to before me, one of the Justices of the Peace for the county aforesaid, this 12th day of Oct., 1815.

SAM'L. N. SMALLWOOD.

No. 10.

I, JAMES MARTIN, master blockmaker in the navy yard, do state that I was in the navy yard before the first party of the British came into the yard on Thursday morning, the 25th of August, 1814; but did not come into the yard again until after the last detachment of them had left the yard; during that time I remained at home. When the last detachment, consisting of red coats, came down, sentinels were placed in different directions around the gate, and one in particular near my door. On my return to the yard after the British had left it, the first thing that I observed was two citizens breaking open Commodore Tingey's cellar. I came in with Mr. Derrick, and passed to Capt. Haraden's house, but did not examine the monument; and it was not until some days after that I discovered that it was injured. I have heard it said that a British officer directed a soldier to hand him down the Pen of History, and I have always been under the impression it was injured during the invasion of the city by the British, and that it was done by them. Given under my hand at Washington, Oct. 13, 1815.

JAMES MARTIN.

Witness,

NATH. HARADEN.

October 17, 1815.

DEAR SIR: The Pen of History, belonging to the Monument, is, I am told, in the hands of a Mrs. Morrisett, wife of John Morrisett, ship carpenter on

Fell's point, Baltimore. By writing to some friend there, or Mr. J. Beatty, the navy agent, I expect it might be obtained. You will see, by Rebecca Shaw's affidavit, it was in her possession; she informs me that it was carried away from this place, she believes, by Mrs. M.

I am sir, very truly,

Your friend and obedient servant,

BULLER COCKE.

Capt. D. PORTER, U. S. Navy.

P. S. I hand you, under cover, the statement of James Martin, E. Vidler, and Mr. Foster, which can be filed with the others sent you a few days since, if you deem them of any importance. I merely called to explain this, but finding you engaged could not wait.

Oct. 21, 1815.

DEAR SIR: As soon as the races are over the inscription shall be cut. Nothing can be done until that important business is concluded. I will also see that the letters are painted. Mr. Tench Ringgold told me, in addition to your evidence from the navy yard, that a Lieut. Jones, of the British army, at New Orleans, had exhibited a finger of one of the figures, as a trophy of their gallant exploit.

Yours, respectfully,

B. H. LATROBE.

October 19.

MISCELLANY.

As the Commissioners of the Navy have been very freely censured in debate in Congress lately, and elsewhere, it is but fair play to let our readers know what they have to say for themselves, or rather what the friends of the navy have to say for them. It is upon this ground that we transfer to our columns to-day, from the Alexandria Gazette, an article on the subject on the administration of the Navy, which seems to us to be well worthy of being read by those who take any interest at all in the subject.—*National Intelligencer*.

From the Alexandria Gazette.

THE NAVY OF THE UNITED STATES.

Mr. CRARY, of Michigan, in a published speech, delivered in the House of Representatives, says:

"A candid inquiry would soon convince any reflecting man that this Board was exceedingly injurious to the prosperity of the Navy."

Candor, among other excellent properties, implies ingenuousness of mind—a disposition to treat subjects with fairness.

A "reflecting man" is one who considers attentively, resolves facts in his own mind, weighs them in all their aspects, with a view to arrive at a satisfactory conclusion upon the subject of his reflections. An honest mind reflects with pain on folly and vice—with delight on generous and heroic actions: a charitable mind is ever braced against unkind conclusions: an honorable mind revolts at injustice: a patriotic mind springs with eagerness to the defence of him who has nobly, generously bled in defence of his country!

By these old fashioned notions, let us test the degree of candor and the measure of reflection bestowed by the gentleman from Michigan upon the proposition to abolish the Navy Board.

He asks: "What is the actual condition of the Navy? Is it any better than at the close of the war in 1814?"

On the 2d January, 1816, the Secretary of the Navy reported to a committee of the Senate, that the naval force of the United States then consisted of Three 74's—one of which was ready for service—another preparing—the third "may be ready for service" in the spring.

Four 44's; three 36's; two 24's; one 20, a store-ship; five 18's, of which two were then lost; eight 14's.

Five 12's, with one block ship on the stocks; 1 bomb vessel, a sheer hulk; 3 receiving vessels; 3 employed in transportation; 1 employed in carrying despatches; 1 employed "in aid of the revenue laws," and several others, all without any reported armament; and certainly none of them with such armament as to come properly within any important consideration in an estimate of a naval armament proper. The vessels on the lakes have all been sold by order of Congress excepting one 74 still on the stocks.

Now, what is the present condition of the Navy? We have:

One 120; three 80's; three 74's; four 80's on the stocks; one 54; eight 44's, six 44's on the stocks; two 36's; thirteen 20's; three 18's; six 10's, &c.

And, in addition, contracts have been made for the frames of

Fifteen 80's; eighteen 44's; sixteen 20's; 9 steamers; 9 brigs or schooners; of which, the deliveries have been completed for four 80's, seven 44's, and four 20's; and the whole are to be completed in 1841!

This statement, derived from official sources, is submitted to the reflection of any candid man, and all friends of the Navy may, we conceive, confidently abide the result.

He observes, "one vessel, which was the pride of the Navy and the boast of the nation, (the Ohio,) had been built without their [the Commissioners'] interference, and in direct contrariety to their wise plans; while those where they had their undisputed sway, were most miserable sailers, and next to good for nothing."

We hope that the Ohio may continue to be the pride of the Navy, but her qualities, as yet, are unknown to the nation. They have never been reported, as we understand, since she left New York. The member, had he inquired at the fountain head, would probably have discovered, that, so far from her having been built "in direct contrariety" to the "wise plans" of the Commissioners, they entirely approved the plan; that alterations in the plan of the Ohio were made by the Board of Navy Commissioners; and that Mr. Eckford fully concurred in them. And as to those "miserable sailers," those "good for nothing" vessels, the North Carolina, the Delaware, the Potomac, the Brandywine, &c. in the building of which the Commissioners had some "sway"—so far as to approve the plans of the constructor—official reports have been made as to their qualities, and they are said to be good sailers; and, we venture to assert, that an enemy alongside either of them would scarcely infer, from the result of a conflict, that they were "good for nothing."

We have heard the commanders of two of those vessels, particularly of the North Carolina and Delaware, (of the same class of ships as the Ohio,) speak of them in terms of the highest commendation—sailing well, working well, and in the highest degree efficient. They were both the admiration of all judges in the Mediterranean—English, French, Austrian, German, &c.; but, alas! Mr. Crary thanks them, in the spirit of candor; as a reflecting man, "good for nothing." Of many other vessels in the Navy, built under the direction of the Navy Board, we have heard similar remarks from those who commanded them; and we have understood that their official reports have confirmed such remarks as to the qualities of the vessels under their command; and, from one of these commanders, we have recently read a report, of which the following are extracts:

"She steers perfectly under any circumstances, and can always be trusted to answer her helm quickly. She is uncommonly stiff under all sail, and lies to in the most perfect manner, being dry, safe, and easy. She has repeatedly gone nine knots, two fathoms, with royals set, within five and a half points of the wind."

"She fore-reaches and gathers to windward rapidly by the wind, on all vessels she has sailed with since I took command of her."

"In making passages she has beaten eight men-of-war, and have never been beaten."

"I am of opinion that she is the best and safest vessel I have ever sailed in," &c.

This is another of the vessels which Mr. Cray considers "good for nothing." We have good reason to believe that, if he had made an official call on the Department, he would have found himself to have been greatly misinformed as to the qualities of probably nine-tenths of the vessels he now condemns.

Mr. Cray now remarks: "Congress had then (end of the war) ordered the building of nine seventy-fours—twelve frigates had been ordered, where are they? Not yet completed. Three steam-batteries, or four, had been ordered; where are they?"

The act for the gradual increase of the Navy does authorize nine 74's and twelve 44's, in the following words: "The President shall be, and he is hereby authorized, as 'soon as the timber and other necessary materials are procured, and the timber properly 'seasoned, to cause the said ships to be built and equipped; or if, in his judgment, it will more conduce 'to the public interest, he may cause the said ships 'to be framed and remain on the stocks, &c."

Now, as to where these ships are, the answer is, some of them, according to the will of the President of the United States, have been launched, and put into service; others are framed and remain on the stocks, according to the same will.

The same law authorized the imperishable materials necessary for the building and equipping three steam-batteries "to be procured, and such materials shall be secured, in the best manner, to ensure the 'completing of such batteries in the shortest time 'practicable, when they, or either of them, in the 'opinion of the President, may be required for the 'public service."

The Board of Navy Commissioners could not proceed to execute any part of this law without the authority and direction of the President of the United States. They have acted throughout as they were required to act by him; they were responsible to him, through the Secretary of the Navy, and it is believed performed their duties to his satisfaction. One of these steamers has been built—the frames of the other two are in a state of preservation.

Where do we find the unqualified order of Congress to build and launch these vessels? We mean either of the 74's, 44's, or steamers! We put this question to the candor of any reflecting man, and we will, while upon this branch of the subject, add another. How can any ingenuous mind denounce the Board of Navy Commissioners for not having all the vessels, authorized by the gradual-increase law, built and launched, when we see that they could make no movement upon the subject, without the order of the President of the United States, through the Secretary of the Navy, and that they have, to the full extent, obeyed those orders to his satisfaction?

But Mr. Cray further says, "Look at the structure of the Experiment—the grand effort of this Navy Board."

In reply to this remark, it will only be necessary to subjoin the copy of a letter which we have fortunately been furnished with:

"NOVEMBER 15, 1822.

"To the Secretary of the Navy:

"The Board of Navy Commissioners have had under consideration the letter of Mr. Wm. Annesley, which you were pleased to refer to them, and are unanimously and decidedly of opinion that whatever may be the merits of his system of ship-building, when applied to the merchant service, it is utterly impracticable to give it sufficient strength for the purposes of vessels of war."

Mr. Annesley's system subsequently gained higher

favor in higher quarters; and notwithstanding the unanimous and decided opinion of the Commissioners against it, as above expressed, the Experiment was built.

Mr. Cray further says: "We have but one steamer, and she is a disgrace to any man." The Fulton is certainly not constructed upon the best principles. She has defects which are known, and will, therefore, it is hoped, be guarded against in building future steamers. Yet it should, in candor, be remembered that she is the first steamer of war built under the direction of the Board; that the ablest constructors, and men possessing the highest degree of science upon such subjects, were consulted; and this vessel may be said to exhibit the result of the best information that could be obtained in the United States, at that time, with respect to the construction and equipment of war steamers; and, after all the objections justly or unjustly urged against her, she is well qualified for the purpose for which she was intended—the defence of our harbors—never having been intended as a sea-going steamer. While we have made only one experiment upon this subject, other nations have made numerous experiments without having yet arrived at perfection. Even the *Veloce*, built after more than thirty experiments, is far from being a perfect ship. Her commander admits her to be defective, particularly in breadth of beam, and thinks that eight to ten feet beam would greatly improve her. She has been examined by competent judges, who, while they give the commander great credit for the machinery, (made principally in England, under his direction,) consider the vessel herself as inferior, in some essentials, to the *Fulton*.

Between the sailing, or rather the movement, of the two through the water, there is not much comparison to be made—the *Fulton* being considered decidedly the fastest sailer; and we have heard one of the most scientific men in our country say, supposing each to be well officered and manned, the *Fulton* in combat "would knock her into a cocked hat in less than an hour." Be this as it may, the *Fulton* possesses qualities of an efficient character which the *Veloce* does not possess. To the latter it is the intention of her commander to recommend certain alterations on his return to France, having found her in some essentials defective.

FRENCH EXPLORING EXPEDITION.

To the Editors of the Journal of Commerce.

GENTLEMEN—I notice in your valuable paper of the 21st Mar. a report by the *Caledonia* from the French South Polar Expedition, giving an account of the abundance of whales seen on the coast of a recently discovered land to the south of Cape Horn.

Since the discovery by the Americans of Palmer's Land in that region, and the knowledge also, since obtained by our South Sea voyagers relative to its coasts, &c., it has been strongly impressed on the minds of well informed and intelligent mariners, that before many years should roll around, the ships and vessels employed in our valuable South Sea whale and seal fishery would have to proceed to those coasts in the Antarctic Seas, to be the more sure in obtaining a profitable voyage. The whales and seals having now been so killed up, harrassed, and driven from their old known grounds and places of resort, have already become so scarce and wild as to cause great doubts, when a ship now sails on this voyage, of its proving in its result a successful one. And why should not the Americans be able to prosecute this lucrative business on those coasts, and among the ice islands and bergs in the South Polar Seas, as well and as effectually as the English and Dutch in the North. It also is a well known historical fact, that the British Greenland whale and seal fishery had got reduced in years past by the scarcity of whales and seals at their old grounds, down to some half a dozen vessels,—when the voyages of research and explora-

tions were made by those celebrated navigators Captains Ross and Parry,—they being sent out to explore the North Polar icy seas. Whereby, in their discovery of new grounds and resorts of vast numbers of whafes and seals, their Greenland fishery was revived to a degree far above any former precedent,—even to a yearly fleet of from ninety to a hundred sail of ships. And are not American enterprise and perseverance equal to that of any other nation?

It is also hoped and expected that our national Exploring Expedition, now out to the South Seas, will by their exploration of the Antarctic Seas and Palmer's Land, procure and bring to us much valuable information in aid and to the support of this fishery. My doubts of their effecting this, rest only on the construction of the vessels the squadron is composed of.* I fully believe, by the already collected knowledge, that when this continent of Palmer's Land is explored, as have been the lands in the North polar seas, not only its coasts and bays will be found to swarm with shoals of whales, but that its shores will also be found to abound in the resorts of innumerable amphibious animals of rich furs, &c. And such exploration, if not effected by the present expedition, will undoubtedly at all events hereafter be accomplished,—when another expedition is sent out composed of the right build and properly effective vessels. Necessity is said to be the mother of invention. The writer of these lines has been placed in a perilous situation in this icy region,—and would respectfully state the fact, that he was forced, by the sternest necessity, to cause to be built by his ship on an ice berg a vessel of upwards of thirty tons, and that too, out of such materials as would not have been used where others could have been had. Her hooks, knees, supports and bracings, were all forged out of iron bars (it being the material we had an extra supply of) at the armorer's forge,—and the novelty of her launching ways was as rare and new as was her construction. A gully way was cut out of the ice from the elevation of the berg, where she rested on the blocks, to the water's edge, to compare with the width of the vessel's bottom—with also a smooth, plain descent, a foot wide, for her keel to run on, down hill, like a boy on his sled. When the spir shore was knocked away, she slid beautifully down into her element, without the least damage, and proved on trial an excellent sea boat and fast sailer, and to be admirably well adapted for navigating among the ice. In all its rough squeezings and nips, she was not crushed inward, but kept fair her form,

*1st. Can the small vessels keep their men dry and free from scurvy in such a cold, stormy, icy ocean, for any length of effectual time.

2d. Suppose one of those small single decked vessels of this squadron should in a fog, get suddenly beset and fast in the ice, when venturing far on, to fully effect the exploration,—which may happen in spite of all human precaution, and thereby detained a long winter season, as Parry was in the North polar sea,—would not all on board in such a case be liable to perish in their confined state, and in want of fuel, &c. Of course, prudent caution, with such small vessels, forbids an effectual and thorough exploration of this continent. Whereas, if a well constructed and adapted explorer, or whale ship, double decked, and having 2 years' supply on board, should get thus fast in the ice, being also dry and comfortable, with room for her crew to move and exercise, nothing serious, with prudent care, might be feared, more than happened with Parry during his nine winter months thus fast in the ice—which is an instance in evidence tallying with my belief, that if the men are or can be kept dry and comfortably warm, with room for reasonable exercise,—there would then be little fear as to health and safety while fast in the ice during a winter season.

3d. And in this exploration business in this high latitude, the least effective number of persons on board each vessel, is the most wise. Parry had only 95 on board his two ships, the Heclar and Griper.

model and shape, and did not spring aleak; by which infant experimental invention and trial, I am confident that ships can be constructed, and chain-braced, on this Eckford improved plan. This eminently gifted man on this first invention of a new mode of constructing, bracing, securing, &c., readily improved on it to an effect that would for this icy sea exploration service, or whale ship fishery, (which sea is so hazardous a navigation to the usual and ordinary built vessels,) be admirably well adapted,—not only more safe, but fully equal in every other qualification to buoyant first rate sea boats; swift sailers, also dry and comfortable vessels; thus tending to the preservation of the health of all on board, and would perform in this icy navigation to perfect satisfaction, (as far as depends on the vessel,) while exploring or procuring their cargoes from those mammoths of the deep. It is true, man cannot tell what he can endure or accomplish until he is put to the test. The greater proportion of the time while this vessel was building on the berg, the snow was flying so abundantly as to make it necessary for an extra hand, with a wing, to brush it off the carpenters scratched line before the axe, to enable him to hew correctly.

We know that this Southern continent is in extent over eighteen degrees of longitude,—from the 49th to upwards of the 67th degrees of West longitude. Its northern coast is indented by several bays, but its extent of latitude from the 60th degree to the South is not known. It cannot be otherwise but that in due time this American discovery must become of great national importance. A POLAR VOYAGER.

ORIGINAL POETRY.

THE GATHERING.

BY LIEUT. G. W. PATTEN, U. S. ARMY.

Sound ye the tocsin, from Maine to Missouri!
Light the red signals, and toll the alarm!
Wake the war-hounds with the lash of the Fury!
Blood is the cry, and the watch-word is 'arm!'
Burst ye asunder

The portals of thunder,
Which mask'd the stern god in his temple so long!
And on your three-deckers throw spars for a jury:
The best mast will fall, though the cedar be strong.

Yon is the steed, all arrayed for the battle;
See how he paweth, and pants for the plain;
The bolt and the quiver,—he knoweth the rattle—
Spring to the saddle, and yield him the rein.
Bold as your manners,
Flourish your banners,

Strike for your star of the eagle and shield!
For woman 'tis sighs—and for children 'tis prattle—
For men 'tis the trumpet which sounds to the field.

Passion-bound minstrel, abandon your numbers!
Snap the soft lute-string, or cut it with steel!
Herdsman and husbandmen, wake from your slumbers!
'Tis the voice of the tempest—the forest will reel!

Country and city,
Honest and witty,
Gather in, gather round, hark to the laws!
The incense burns not for the cloud which encumbers;
Arm, arm for the people, and strike for the cause.

The victim is slain, and the entrails are heaving,
Portentous with omens 'tis fearful to sing;
While the bird of the storm, through the red tempest
cleaving,

Floats fast to the north, on his thunder-nerv'd wing.
Landsmen and seamen,
Bondsmen and freemen,

Rally up, rally on, look to the sign!
Dark is the spell which the augurs are weaving;
Stand to your colors, and crowd to the line.

OKEFONOKEE SWAMP, April 5, 1839.

A REAL CREMONA VIOLIN for sale at this office, and a case with it, if required. It may be depended upon as genuine, and is said to be well calculated for the leader of an orchestra. Terms made known on application.
April 25—31

WASHINGTON CITY;

THURSDAY, APRIL 25, 1839.

The excitement on the Canada frontier has not entirely subsided; it manifests itself occasionally in outbreaks on both sides of the border, and particularly on the Vermont line and near the river St. Lawrence. A large fire occurred lately at Ogdensburg, attributed to incendiaries.

It will be necessary to keep a strong force along the whole frontier, until the excitement is allayed and the discontented spirits find there is no hope of success.

The latest *outrage*, as it is called, was the firing from Prescott upon the steamboat United States, bound from Ogdensburg to the ports on Lake Ontario. Different versions are given of the affair: one is, that five or six *cannon*, loaded with balls, were discharged at her; another, that it was only *musketry*; and a third, that it was by a single soldier with a musket, at too great a distance to take effect.

The Ogdensburg Times states that Captain Phillips, of the U. S. Army, and several citizens of that town, had gone over to Prescott for the purpose of asking of Col. Young, commander of the fort at that place, an explanation of the cause and object of firing into the American steamboat United States. Col. Young stated that he had instituted an inquiry into the affair, and expressed his regret at not having been able to discover the offenders.

The Times, however, makes no hesitation in stating that six or eight shots are known to have been fired at the boat by soldiers acting under the immediate orders of Col. Frazer, the second officer in command at Prescott.

We learn from the Sacket's Harbor Journal that soon after the arrival of the steamboat United States at that place, bringing information of the firing at Prescott and Brockville, the steamboat Oneida, in the employment of the United States Government, was despatched for the St. Lawrence, with a detachment of troops on board.

The arduous nature of the service in Florida has been often depicted, but we doubt whether its irksomeness can be fully appreciated or understood, except by those who, unfortunately, have encountered it. If Congress should fail to do justice to the sacrifices of the army in this inglorious contest, history, we hope, will make some amends.

One of the few consolations left to the army officers was cut off five years since—that of being entitled to brevets for ten years' faithful service in one grade—and the officer must now patiently await his regular turn for promotion, tedious enough in all conscience, resign, or die.

The increase of our army to what the necessities and exposed situation of the country imperiously call for, (presuming that promotions would be confined, as they should be, to the army,) would give only a fair recompense to those now in service,

who have already acquired the experience requisite to qualify them for the discharge of higher duties.

We have before us a letter from an officer in the field, which gives an idea of the general character of Indian fighting or skirmishing; it is dated at Fort Dallas, Key Biscayne, April 2, 1839, and the writer says: "We have Indians about us here, in some numbers, but we cannot catch them. Since they killed Capt. RUSSELL, a month ago, they have endeavored to pick off our sentinels or wood cutters; but we have been so indefatigable with our scouting parties, that they have not been allowed a chance to do us much mischief. Even so late as yesterday, we had a little skirmish with them, which, if it had been attended with bloodshed, would have been the subject of a 'Report,' as an action of consequence. Now it is to be regarded as a mere chase. Cavalry is required to pursue the fugitives,—but this is such a desperate country, that cavalry could scarcely operate in it."

STEAM VESSELS OF WAR.—We understand that the Board which have been sitting in Washington, to devise and recommend plans and models for sea steam vessels of war, have determined to build two steam frigates of over 1,600 tons burthen, to carry 10 guns each, viz: two bomb cannons and eight 42 pounders.

One is to be constructed at the Brooklyn navy yard, under the superintendence of Mr. Hart; the other, supposed at Philadelphia.—*New York American.*

The above paragraph has had a general circulation, and must have been written without a due consideration of the powers of the Board, recently assembled in Washington. Neither that Board, nor the Board of Navy Commissioners, have the power to build any vessel of war, without the express sanction and authority of the President of the United States. By the law passed at the last session, the Secretary of the Navy, under the direction of the President, was authorized "to make preparations for, and to commence, the construction of three steam vessels of war, on such models as shall be most approved, according to the best advices they can obtain." In order to obtain the "best advices," the Secretary of the Navy convened, we understand, two Boards, one composed of the following naval officers: Commodores Stewart, Chauncey, Morris, and Wadsworth, and Capt. Perry; the other composed of Capt. Perry, of the Navy, Messrs. Humphreys, Hartt, and Lenthall, navy constructors, Mr. William Kemble, an engine builder, and Mr. Haswell, the engineer of the Fulton. The Board of naval officers to determine upon the general character and properties which the steamers should possess, and the other Board to determine whether and in what manner these properties or qualities could be best combined.

The two Boards having agreed upon the general dimensions and arrangements for the vessels, the former Board was dissolved, and the latter Board was directed to prepare, and, it is understood, is now engaged in preparing detailed plans of the vessels, engines, &c., that they may be submitted to the decision of the competent authority.

The Court of Inquiry now sitting in Philadelphia, in the case of Commo. ELLIOTT, has drawn to that place a large number of Navy Officers, either as witnesses or from curiosity. Their names will be found under the head of "Arrivals at Philadelphia;" for the lists from which they are taken, we are indebted to the North American, a new paper established in Philadelphia.

The Court met on Monday last, and adjourned till next Monday.

The war between France and Mexico having been happily brought to a close, and there being consequently no longer a necessity to employ Government packets between the United States and the Mexican ports, on the return of the brig Consort, she will be withdrawn from this service. The revenue cutter schooner Woodbury, which has likewise been employed in a similar manner, will be turned over to the Treasury Department, to which she belongs. Some of the officers of the Woodbury have been detached and placed on leave, and others transferred to the West India squadron.

IMPORTANT DECISION TO ARMY DISBURSING OFFICERS.—We learn from the St. Louis Republican of the 11th inst., that in the United States Circuit Court, now in session in that city, in the suit of the United States vs. Lieutenant N. J. Eaton, (late of the 6th infantry, U. S. A.,) for money retained by him, under a claim for services rendered, and not pertaining to his office, the jury returned a verdict for the United States, for about \$2,700.

The Republican adds that the suit against General Gratiot was then progressing before the same court.

The opinion of the Court of Inquiry at St. Louis, in the case of Lieut. Colonel J. B. BRANT, Deputy Quartermaster General, has not been promulgated, but its tenor may be inferred from the fact that a General Court Martial has been ordered to assemble at St. Louis, on the 15th June, for his trial.

The Court will be composed of

Bvt. Brig. Gen. JOHN E. WOOL, *Inspector Gen.*
Bvt. Brig. Gen. W. K. ARMISTEAD, *Col. 3d arty.*
Bvt. Col. JOHN B. WALBACH, *Lt. Col. 1st arty.*
Col. GEORGE CROGHAN, *Inspector General.*
Col. STEPHEN W. KEARNY, *1st dragoons.*
Bvt. Col. WM. S. FOSTER, *Lt. Col. 4th infy.*
Col. TRUEMAN CROSS, *Ass't Quartermaster Gen.*
Major HENRY K. CRAIG, *Ordinance.*
Major MATTHEW M. PAYNE, *2d arty.*
Major HARTMAN BACHE, *Corps Top. Engrs.*
Bvt. Major LEVI WHITING, *4th arty.*
Major JOSEPH P. TAYLOR, *Commissary of Sub.*
Captain DAVID H. VINTON, *Ass't Quartermaster.*
Captain WM. C. DE HART, *2d arty., Judge Advocate.*

Gen. WOOL, accompanied by Lieut. MACOMB, as assistant, passed up the Mississippi on the 7th inst., on his way to Fort Gibson, having already inspected the posts on Red river.

A new military post has been established on the Illinois river, in the Cherokee nation, about sixty miles north of Fort Gibson, and has been named, by order of the Secretary of War, "Fort Wayne." It is at present garrisoned by E company, 4th infantry, under command of Lieut. M. C. M. Hammond. The nearest post office, we believe, is Fayetteville, Arkansas.

Extract of a letter from an officer to his friend in this city, dated FORT FANNING, April 12, 1839.

"A fight took place two days since between thirty volunteers and twenty Indians; the latter had four wounded, and one negro taken prisoner. The negro says that Hicks and his band have gone to the Withlacoochee cove, and that they are out of ammunition. The bridge near Fort Dade, across the Withlacoochee, was burnt a few days since."

The NEW YORK ALBION, of the 2d March, was accompanied with a beautiful steel-plate engraving of Queen VICTORIA. We cannot speak of it from actual inspection, not having received our copy, as it is a tedious process to strike off so large a number as is required for the subscribers to the Albion; but those who have seen the engraving speak of it in terms of high praise as a fine specimen of the art. The Albion fully maintains its interest, and combines the republication of the choicest gems of English literature with intelligence of much that transpires in the old country interesting to the emigrant or absentee.

COOPER'S TACTICS FOR THE MILITIA.—The estimation in which this work is held by those competent to judge, is shown in the early demand for a second edition, and orders for a large number of copies. In preparing a second edition for the press, the author has corrected the few literal and verbal errors which were found in the first, and added some valuable matter, such as Regulations for arrests and confinements, Courts Martial, Duties of Quartermasters and Commissaries of Subsistence, Forms of Reports, Muster and Pay Rolls, Requisitions for Stores, and Estimates for Clothing—all highly important to those who have to acquire a knowledge of these duties.

The Recommendations of several intelligent Army and Militia Officers are prefixed to the second edition. The Legislature of South Carolina authorized the purchase of five thousand copies, and the Adjutant General of Pennsylvania, under the authority of a law of the Commonwealth, subscribed for ten thousand copies; and we doubt not that it will be adopted as the guide for militia in every State of the Union, as soon as its value can be known.

As further proof of the estimation in which this work is held, we subjoin an extract from a letter to the editor of this paper, just received from a Major General of the Missouri Militia:

Having seen a notice in some number of your paper that orders would be received at your office for Cooper's "Tactics and Regulations for the Militia,"

a work prepared under the immediate direction of Major General Macomb, commander-in-chief of the army, and having examined the work I am convinced that it is a manual which should be in the hands of every militia officer, so long as it is deemed necessary to keep up an organized militia to be called in aid of the regular army, in the event of an invasion or war.

I have solicited the Adjutant General of the Missouri Militia to recommend the work to the Executive of the State for consideration, that if approved, measures might be adopted for the furnishing it to the officers of the militia of the State.

The second part, containing instructions for cavalry, would be very useful to the militia of a frontier State, as almost the only kind of troops called for in case of invasion or Indian disturbances on our borders, are mounted men, in order to move with celerity to the threatened or invaded point; it is therefore necessary that they should learn the rudiments of cavalry formations as well as those of infantry, that their march may be conducted with order and regularity.

Part fourth, which contains the regulations for camp and garrison duty, is indispensably necessary, when called into service; for without some knowledge of the order and routine of camp and garrison duty, confusion, disorder, and a waste of public property will inevitably ensue.

I have never seen any work in which military tactics have been as usefully condensed as in Cooper's. The books heretofore published are too voluminous for many of the militia officers to attempt acquiring a general knowledge of tactics, and most of the abridged works are confined each to a single arm.

The New York SPIRIT OF THE TIMES, one of the best sporting papers in the world, commenced a new volume with the first number in March, on which occasion it appeared with an entire new type, on paper of a beautiful texture, the size increased to twelve pages, and it was accompanied with two handsome engravings—one of Middle Augusta, (a fancy sketch, but not a portrait,) and the other the likeness of a famous racer, called Black Maria. The price of subscription was raised at the same time to ten dollars a year, which the Spirit is well worth.

As there are many gentlemen in our army and navy who are fond of sporting, in some one or more of its many alluring forms, we recommend to them the Spirit of the Times, which not only furnishes the latest professional intelligence, foreign and domestic, but is enlivened with some of the best specimens of light reading.

The Prospectus of the Spirit of the Times will be found on our covers for March.

We observe that the editor of that paper has become the editor and proprietor of the Turf Register and Sporting Magazine, established by Mr. SKINNER, and until now published in Baltimore.

ITEMS.

Major Gen. SCOTT passed through Albany, last Friday evening, on his way to the northern frontier.

Commo. BARRON left Washington last Friday, in the steamboat Columbia, for Norfolk.

Lieut. E. W. MOORE, of the U. S. navy, has been appointed to the command of the Texan navy. Whether he will accept, and resign his commission in our service, we have not learned.

Some noble-minded merchants of Boston have presented the widow of Mr. CURTIS, who was killed on the Worcester Railroad, with from fifteen to twenty thousand dollars.

ARRIVALS AT WASHINGTON.

April 10—Ass't Sur. J. B. Wells, army, Dr. Johnson's
Lieut. J. H. Miller, 4th arty. Fuller's
18—Lieut. R. H. Ross, 7th infy. Gadsby's
Lt. Col. A. C. W. Fanning, 4th arty. G street
19—Ass't Sur. A. F. Suter, army, A. Suter's
20—Ass't Sur. J. M. Cuyler, do Fuller's
Capt. J. W. McCrabb, A. Q. M., S. Humphreys'
22—Sur. S. G. J. DeCamp, army, Gadsby's
Lt. Wm. Chapman, 5th Infy. Georgetown
Lt. L. M. Goldsborough, navy, C. W. G's

PASSENGERS.

CHARLESTON, April 15, per steam packet South Carolina, for Norfolk, Col. Fanning, and Lieut. J. H. Miller.
April 16, per steam packet Thorn, from Savannah, Maj. J. L. Gardner, Major C. H. Smith, of the army. Per steam packet Wm. Seabrook, from Savannah, Capt. J. W. McCrabb, and Dr. J. M. Cuyler, of the army. Per steam packet C. Vanderbilt, from Wilmington, Lt. W. Potter, of the army.

SAVANNAH, April 15, per steamboat Wm. Seabrook, from Charleston, Capt. T. L. Alexander, of the army.
April 19, per steamboat Ivanhoe, from Black creek, Capt. Winder and Galt, and Lieut. Stokes, of the army.

NEW YORK, April 16, per packet ship Duchess of Orleans, for Havre, Major W. H. Chase, army; Drs. W. Grier and G. Maulsby, navy.

April 20, per brig Mary Kimball, from St. John's, Lt. F. E. Hunt, lady and child, and Lieut. T. L. Brent, of the army. April 21, per barque Col. Howard, from Montevideo, Mid. C. R. P. Rodgers, of the navy.

April 22, per steam ship Great Western, for Bristol, Dr. J. M. Foltz, of the navy, lately appointed Hospital Surgeon to the Mediterranean squadron.

NORFOLK, April 22, per steam packet Georgia, from Charleston, Gen. A. Eustis, of the army, and lady; Comm'r R. Voorhees, of the navy, Lieut. L. M. Goldsborough, of the navy, and lady.

ARRIVALS AT PHILADELPHIA.

April 13—Capt. L. J. Beall, army. April 14-15—Capt. W. Maynadier, Lt. W. R. Palmer, army; Lt. Steele, navy. April 16—Lt. J. M. Gilliss, navy; Lieuts. Grier, E. Deas, J. E. Johnston, army. April 17—Dr. Foltz, Dr. McLeod, navy; Dr. A. F. Suter, army. April 18—Dr. Horner, navy; Capt. Brewerton, army. April 19—Lt. J. H. Miller, Dr. DeCamp, army; C. Robinson, navy. April 21—Lt. J. B. Montgomery, Mid. A. S. Whittier, Capt. J. P. Zantlinger, Comm'r W. Boerum, Capt. J. Wilkinson, Capt. E. R. McCall, Lt. C. G. Hunter, all of the navy; Lt. W. Wall, army. April 22—Lt. Steele, Lt. C. C. Turner, Lt. C. Price, Dr. Sharp, Dr. Washington, Lt. H. H. Rhodes, Comm'r J. Armstrong, Lt. J. Crowninshield, Rev. T. R. Lambert, Lt. O. Bullus, P. Mid. Muse, P. Mid. Hunt, all of the navy.

DOMESTIC INTELLIGENCE.

The following letter from the Secretary of War, in reply to a communication from the Hon. HENRY JOHNSON, on the subject of the exposed condition of New Orleans, possesses some interest:—*Bee*.

WAR DEPARTMENT, March 29, 1839.

SIR: In reply to your application to this department, in relation to the exposed condition of New Orleans and Baton Rouge, and the necessity of stationing troops there, in conformity to certain resolutions of the legislature of Louisiana, I have the honor to state that the regular forces of the United States are now stationed with a view to cover, as far as practicable, the most exposed points of our frontier; but that every effort will be made to comply with the wishes of the Legislature of Louisiana, consistent with the general protection of the country.

Very respectfully, your most obedient servant,

J. R. POINSETT.

Hon. HENRY JOHNSON, Washington.

PENSACOLA, April 6.—The U. S. ship *Natchez*, Com'r Benjamin Page, arrived here yesterday in ten days from Jamaica, after a fourteen weeks cruise; officers and crew all well. During her absence she touched at Havana, St. Bartholomew, St. Thomas, Guyama, Ponce, Port au Prince, St. Jago de Cuba, and Port Royal. Reports nothing new of importance. The American flag as usual much respected.

We learn that Her Majesty's ship of the line *Hercules*, left Jamaica on the 24th ult. for Halifax with 500 soldiers and 100 women on board.

The Macedonian, Commo. Shubrick, and *Levant*, Com'r Paulding, sailed on Monday last for the Gulf. For three days during the present week, not a U. S. ship has been in our bay, a very rare if not unprecedented occurrence. It is understood that the ships now in the Gulf are to rally at some port and return in squadron in about six weeks.

The *Boston*, Com'r Babbit, sailed on Saturday last for New York via Key West, Havana, and Matanzas.

We learn that the frigate, in going over the bar, had never less than four feet of water under her keel. This fact should at once awaken the proper authorities at Washington to the great importance of putting the navy yard here and the defences of the harbor in a condition to accomplish the objects for which millions have been already spent, and spent to no purpose unless something more be added to the sum. As to deepening the bar by dredging, we never believed in it—yet our disbelief grows, perhaps, out of our ignorance of the subject—certainly not out of any scientific acquaintance with it. Be this as it may, however, no doubt can be entertained that Pensacola, as a naval station, is the watch-tower from which the commerce of the Gulf of Mexico is to be guarded. It is the only harbor in which our frigates can find refuge against storms or an enemy. Now suppose it to be true that nature has, by giving us only 23 feet of water on the bar of our harbor, set up an insurmountable barrier against the coming here of ships of the line, does it necessarily follow that because we cannot get all that might be desirable, therefore we shall not avail ourselves of what we can get? In case of war, it requires but half an eye to see that the Gulf of Mexico would be the theatre of conflict, and then we have but to imagine that the Government might, under all the circumstances, determine that our share of the war should be carried on by means of frigates and smaller vessels, which, after all, though less imposing than huge line-of-battle ships, are greatly more efficient. How then will the account stand? At the north, on a line of coast of 150 miles in extent, they have six efficient navy yards—to the southward of Norfolk, Virginia, there is no navy yard capable of repairing or refitting a schooner. How often will it be necessary to urge this on the attention of the people of the south and west; for the people of the west are even more interested in it than we of the south. Suppose the harbor of New Orleans blockaded by an English or a French fleet, too strong for our navy to cope with, what then becomes of the produce of the vast valley of the Mississippi? It is locked up—hermetically sealed. Their corn would rot in the warehouses, and their cotton might as well be cast into the Mississippi. —*Gazette*.

FLORIDA WAR.

By the steamer *Charleston*, Captain Hubbard, we have received the following from a correspondent:

"GAREY'S FERRY, April 9, 1839.—General Macomb arrived here on the evening of the 5th. He comes to Florida for a special purpose, and clothed with special powers. Gen. Taylor remains in command of the army of the south, and Gen. Macomb will not interfere with any arrangements he has made, or may make in future. His visit to this country is of a diplomatic nature."—*Savannah Georgian*, April 15.

BUFFALO, March 14, 1839.—I have just returned from Fort Gibson, where I met some of my old Florida acquaintances, among whom was Micanopy, and many of the Seminole Indians sent west. Micanopy looked well and talked very saucy, and expressed a great desire that the whole of his people in Florida would quit fighting and move westward."

[From an officer formerly in command of this post.]—*St. Augustine News*, 6th inst.

On the 21st ult. Gen. Charles H. Nelson, with two hundred and thirty mounted volunteers from the Cherokee country, engaged for a service of three months, encamped at Jacksonville, on the river Ocmulgee, on their way to Trader's Hill, where it is believed they for a short time will come under the command of Major Loomis. The General has waived the precedence of rank in favor of General Floyd, during the campaign, and goes into the field with the commission of Major.—*St. Augustine Herald*, April 2.

EMIGRATING SEMINOLES.—About 260 Seminoles arrived here yesterday, from New Orleans, on the Steamboat *Buckeye*, under the charge of Capt. Morrison, of the U. S. army, on their way to the country assigned them in the west. They are a portion of the band who have been bothering our troops in the hammocks of Florida, headed by the negro Abram, who is with the party. They are all fat and good humored, and look as if they had been living a life of indolent ease, instead of being hunted like wild beasts from fastness to fastness. A good portion of the party is composed of women and children. The *Buckeye* remains here with the Indians on board, waiting for water to convey them to Fort Gibson.—*Little Rock Gazette*, April 3.

TO MARINERS.—The light house recently erected and lighted on the point of the peninsula, at the entrance into St Joseph's bay, is situated in lat. 29 52 36; the lon. is 85 16 1, which places the entrance of the bay 30 miles more to the eastward than is generally laid down in our latest books and charts. The light house bears from the north point of the entrance of the bay S.W., distance short three-quarters of a mile. In approaching the light from Cape St. Blas, along the land, it is obscured by the trees, until mostly up with it, if close in with the beach. The light may be seen between W.S.W and N.W. a distance of from 12 to 15 miles, and is a steady light. The city of St. Joseph bears from the light S.E. 9 miles.

The above observations have been made and politely furnished me by Capt. John L. Hill, late of the ship *Lexington*, in the correctness of which I fully confide.

G. J. FLOYD,

Collector and Sup't. of Light Houses.

ST. JOSEPH, (Fla.) April 1, 1839.

DEPARTURE OF THE U. S. DRAGOONS.—The *Carlisle* (Pa.) Herald of Wednesday states that a detachment of about 100 handsome looking men left that place on the preceding day, under the command of Lieut. WALL, for New York, and thence for Fort Gibson. They had been recruited and drilled at the Carlisle Barracks, by Capt. SUMNER, and were accompanied to the cars by a splendid band of music, as well as by many of their companions who remain behind." The whole (says the Herald) presented a very interesting and animated appearance.

The U. S. schr. Experiment, Lt. Com'dt Glynn, is now on a surveying expedition on the coast of the Carolinas, with a view of selecting the most eligible site for a naval station. She is at present at Wilmington, and a steamboat attached to the expedition at Beaufort.

Lieut. J. H. Leavenworth, late Superintendent of the St. Joseph harbor, is appointed Superintendent of the public works in this city. Lieut. Humphreys, his predecessor, has been ordered to Lake Ontario for the lake survey.—*Chicago American*, April 13.

From the Philadelphia World.

On Wednesday afternoon, While Commodore ELLIOTT was coming in the railroad cars to this city, to attend the Court of Inquiry to be held in the Navy Yard, a person who is called Major M'Donald, of Louisiana, spoke very disrespectfully of Generals Gaines and Jesup, and of the commanding officers of the navy, and especially of Commodore Elliott, whom he represented as a coward at the battle of Lake Erie, and a tyrant in the Mediterranean. Commodore Elliott replied that he was mistaken in the facts—that a Court of Inquiry upon the battle of Lake Erie, in 1815, the record of which was now in the Navy Department, had settled the case very differently.

Major M'Donald denied this, and continued his vituperation of Com. Elliott. The latter then announced himself, and remarked that if Mr. M'Donald were a gentleman, he would refer the dispute to another opportunity. Not wishing to disturb the ladies in the car, Com. Elliott then requested a gentleman, in an under tone, to deliver his card to M'Donald, with a request that he would not leave the city till he heard from the Commodore. He refused to receive the card, and continued his abuse.

When the car stopped in Broad street, several gentlemen requested the Commodore to take no notice of this man, as he seemed unworthy of it, or if he did, merely to give him a caning. He replied that such was his intention, but that he first wished to make a gentleman of the man, by the offer of his card; and that as he had refused that, a caning was due. He then approached M'Donald and struck him him with a cane.

A scuffle ensued, in which M'Donald's cane was broken to pieces, and Elliott's broken near the end. M'Donald seizing one end of Elliott's cane, drew off the sheath from the sword. Some gentlemen present, apprehending that the Commodore would wound him, seized his arm, but released him on his saying that he should not injure, but merely flog his adversary.

They then released him, and he pursued M'Donald, who ran off, calling names, while the Commodore applied his blows. The Commodore then returned, and proceeded to his lodgings at Gen. Irving's in High street.

We obtain this account through a gentleman who came in the cars, witnessed the whole affair, and stated it to some naval officers at the Mansion House; and the account of the battle is corroborated by information which we obtained at the railroad depot.

The Supreme Court of Pennsylvania, it is said, have recently decided that the pay and emoluments of officers in the revenue of the United States are subject to taxation for county, and it may be inferred for corporation purposes. No opinion was expressed as to naval and military officers, as they may be employed and spend their pay abroad. If settled here, they seem to come within the decision. The answer to the objection that they were officers of the supreme government was, that the principle on which the decision was made is the same as that on which the stock of the United States Bank, held by a resident, was declared taxable, as of a State institution. If the officers of the United States have not heretofore been taxed, this decision is one of importance to the country, and especially to the city, where the great body of the officers of the General Government is located, whose salaries, even including the Judges, are now considered rateable; the same Court having decided that the office of a Pre-

sident Judge of the Common Pleas is subject to taxation. Although his salary cannot constitutionally be reduced, the Court said there was no more reason to exempt a Judge from contribution to the public burthen, than any other person. On referring to the Blue Book, we find, on a rough estimate, that there are at least one hundred Custom House officers, with aggregate salaries of from 110,000 to 112,000 dollars. If to these are added the salaries of all the officers in the Post Office and Mint, with many connected with the War and Navy Departments, salaries to the amount of at least 200,000 dollars become rateable to the county and city tax.—*Philadelphia U. S. Gazette*.

From the New York American.

GEN. SCOTT.—With the praise and admiration of the nation, this eminent man is fortunate in combining the attachment and strong personal regard of the neighborhood in which he resides.

A striking and gratifying evidence of this is afforded in the following correspondence:

To Major Gen. SCOTT:

The undersigned, a committee from your friends and neighbors, have been charged to request you to meet them at a social dinner, in the town of your adopted home. The time is left entirely to yourself, reserving only the hope that it may not be deferred beyond your next visit to this place.

The high and important public duties you have been so repeatedly called upon to discharge, rendered your movements so rapid, and your stay among us so uncertain, as to preclude heretofore any prospect of your compliance.

Although your functions have been as diversified as important, necessarily requiring the rare combination of high military talent with that of the profound statesman and skilful diplomatist, we feel an honest pride to find them so harmoniously blended in the man we have been accustomed to honor and respect.

Your laurels, General, are the growth of no particular clime. They flourish alike beneath the scorching influence of a southern sun, as before the rudest blast of a northern or eastern tempest. Every little attempt to tarnish them has only proved in the end a wholesome culture, tending to increase their growth and verdure. It has been often repeated, "The fame of great men is the property of their country." We are not disposed to cavil at this sentiment, when we insist that friends and neighbors will prefer their claim for a share of it.

It only remains to repeat the earnest solicitation that your neighbors and friends may be gratified in their wish, and to tender for them and ourselves the assurance of a warm friendship and regard.

WM. CHETWOOD,
ISSAC H. WILLIAMSON,
CHARLES KING,
THOMAS SALTER,
CHARLES DAVIS,
JOHN I. CHETWOOD,
THOS. B. C. DAYTON,
STEPHEN P. BRITTON,
N. LEAVENWORTH,
BENJ. WILLIAMSON,

} Committee.

ELIZABETHTOWN, N. J., April 8, 1839.

HEAD QUARTERS, EASTERN DIVISION,
Elizabethtown, N. J., April 13, 1839.

GENTLEMEN: I had the honor to receive, on the road hither, the note inviting me to a public dinner, which you, my kind friends, propose as a mark of your private and public regard. Being again obliged to pass rapidly through our Borough, on official duty, I have but a moment to return my grateful acknowledgments.

In the last twenty-one years, I have spent nearly all the summers and autumns, which the public ser-

vice allowed me to be stationary, in a pleasing social intercourse with you, and am, therefore, most truly gratified with your flattering approbation; for, to have lived without the esteem of neighbors, would be to die miserably, and to throw into more than doubt any public honor that had come from a distance.

Reasons which I have lately assigned on a like occasion, but with which you were unacquainted at the date of your invitation, oblige me to decline the honor you have tendered me. Trusting that they may be deemed sufficient apology, I remain, gentlemen, with high respect and esteem, your neighbor and friend,

WINFIELD SCOTT.

To Messrs. W. W. Chetwood, J. I. Chetwood, Th. B. C. Dayton, S. P. Britton, C. L. Davis, N. Levenworth, Chas. King, T. H. Williamson, Benj. Williamson, and Thos. Salter.

From the information we have derived from intelligent gentlemen arrived in the Great Western, we learn that among the people of England, the Government, and all classes, the idea of going to war with this country is deemed perfectly preposterous; that rather than it should take place, they would see the whole territory sunk into the ocean; that they look upon it as a border dispute, in which the feelings of the two countries are not involved; and that, as it is a mere question of land, and not of honor, it may be easily adjusted, and cannot in any way lead to hostilities between two great and kindred nations, whose hearts and interests are indisputably united.—*New York Star.*

RECRUITING.—We had a recruiting sergeant from Plattsburg parading our streets yesterday, with a band of music, beating up for recruits. We hope he has been successful, for we could spare a goodly number of loafers, who, if they would serve their country as faithfully as they do the devil, would be a great acquisition to the army.—*Burlington, Vt., Free Press.*

DEATH OF COL. AARON OGDEN.—It is our painful duty this afternoon to announce the death of Col. AARON OGDEN. The venerable patriot died at his residence in Jersey city last evening, at the advanced age of 83, in the bosom of his family, his children and descendants.

Truly another of the Fathers is gone. Among the illustrious men whose reputation constitutes the political treasure of our country, the name of Aaron Ogden deserves an honorable place. From the earliest period of manhood he was engaged in public affairs, and soon took rank among those whose opinions were of most importance, and was in the confidence of those whose patriotism and talents were most distinguished. He was born at Elizabethtown, of an ancient and honorable family, and served with distinguished honor during, we believe, the whole war of the Revolution.

After the close of the war, he prepared himself for a new field of usefulness and honor, and early attained a high rank among the ablest and most eloquent lawyers of the country. It was natural, in that day, that talents of such an order should attract public attention and respect, and we accordingly soon find Col. Ogden in the Senate of the United States, taking equal part among her honored statesmen, in the public councils of his country. About the commencement of the war in 1812, he was chosen Governor of his native State. But the late hour at which we received the afflicting intelligence of his death, renders it impracticable, did we possess the necessary details, to pursue him through his long course of public and private usefulness. We hope to be able to present hereafter some more satisfactory memoir.

In all circumstances, and in every emergency, he

exhibited that industry and sagacity, that promptness of decision and fertility of resource, that cheerful endurance in difficulty, and that "courage of the cabinet" which Burke pronounced to be more powerful and far less common than the valor of the field, which renders his life and example one of the most pleasing and useful to be found in the records of the eventful and illustrious era in which he flourished.

Col. O. was President General of the Society of Cincinnati, and we are almost ashamed to say, was obliged by circumstances to hold the office of Collector at Jersey city for the sake of its pecuniary rewards. But he has been gathered to his fathers in peace and quietness, in the serene evening of a good old age, leaving a rich and honorable fame as a proud legacy to his children and descendants.—*Newark Daily Advertiser.*

TEXAS.—Major JOHN M. ALLEN has been elected Mayor of the city of Galveston. This gentleman is somewhat distinguished; he was formerly a midshipman in the U. S. Navy, and when the war broke out in Greece, he left the service and repaired to London, and, in company with Lord Byron and other individuals, embarked for Greece, and entered their marine as a Captain; was in the battle of Navarino, and at the fall of Missolonghi. After the war, he travelled over Europe, and returned to this country in 1833. In 1835 he raised a company of men in New Orleans, and accompanied them to Texas, and was engaged in the battle of San Jacinto as Aid to Gen. Houston. Shortly after the battle he visited New Orleans, purchased a small schooner, called her the *Terrible*, and with a crew of 40 men he cruised in the Gulf of Mexico, and laid under contribution all the small towns on the coast, and captured a number of valuable prizes.—*New York Gazette.*

Correspondence of the Baltimore Patriot.

U. S. SHIP BOSTON, Havana, April 7, 1839.

SIR: This ship arrived here from Pensacola in 60 hours, and came to anchor in her usual fine style. She will be detained here several days in consequence of a very disagreeable correspondence between the commander of the Boston and the Captain General, who, it appears, has approved, in a great measure, the wanton outrage committed upon Purser Southall, of the Boston, in February last.

The correspondence will be immediately laid before our Government, on the arrival of the Boston in the United States.

List of officers attached to the Boston.

EDWARD B. BABBIT, Esq., Commander.

Algernon S. Worth,

Charles S. Ridgely, } Lieutenants.

Jno. J. B. Walbach, }

Francis B. Renshaw, Acting Master.

Peyton A. Southall, Purser.

Wm. C. Spencer, Surgeon.

Midshipmen, Howell, Cleary, Chipman, Jenkins, Woolsey, Harrison, and Lambert. Captain's Clerk, Tabb.

LATEST FROM LIMA.—The editor of the Baltimore Patriot has been favored with a letter dated LIMA, Jan. 21, 1839.

The Chilean and Federal armies are now in the Department of Huaylas, about 100 leagues from Lima, at a distance of a few leagues from each other, and the opinion is general, that unless the Chileans attempt a farther retreat, nothing decisive will take place for some time. Both armies are in strong positions, and the rainy seasons in the elevated positions they hold, between the two chains of the Andes, are unfavorable for military operations.

The Chileans escaped being forced into a general action a few days ago, by cutting the bridges in their retreat. Five armed vessels have recently sailed from Callao in the hope of being able to take or

destroy part of the Chilian transports to the lee coast, and if they succeed even partially, a general action is inevitable.

Mr. Pickett, our new Chargé to Peru, Bolivia, is at Quito, endeavoring to reciprocate a treaty with the Ecuador.

The North Carolina has sailed for Valparaiso, and the Boxer is now the only American vessel of war in Callao. We hope to see our naval force in these seas increased. We want one frigate and four sloops of war.

STEAM VESSELS OF WAR.—As we anticipated, the Board recently sitting at Washington has determined to build steam frigates forthwith. This is decidedly a good move; not that there is any prospect of war, but that time and money must be freely spent before the perfect model of the war steamer is attained. It is said that the Fulton is a dead failure; but in the event of a war, she would be worth double her cost in a little while. She moves through the waters at the rate of thirteen miles the hour, and if the whole American navy were at Gosport, she could escort them all to a tea party in the Roads from sun to sun. So far from censuring the constructors of the Fulton, we give them full credit for their work. They have written the first chapter in the history of our war steamers. They have broken the ice; they have not labored in vain. Our packet ships are equal, if not superior, to those of any other nation, and shall it be said that we cannot compass the sea steamer? Let it be kept in mind that we are sometimes apt to undervalue what we possess, and overvalue what we do not; and the British steamer *Medea*, now plying between Halifax, Bermuda, and Jamaica, which is so highly extolled in our prints, has been pronounced a dead failure by some eminent English constructors. The friends of war steam navigation in this country will have to encounter strong prejudices. Jack Tar will say that he never can get the smell of fresh water out of his nose when in a kettle-concern; but when Jack lessens his grog, as he is doing every day, his nervous system will be much invigorated; he will become thrifty; his sense of smelling will not only be improved, but his other senses will be brighter; and it may be safely inferred that the introduction of steam into our national ships, aided by the apprenticeship system, will elevate the condition of the common sailor, as it will most assuredly multiply their numbers.—*Norfolk Beacon*.

CAPT. MARRYAT AND AMERICAN SEAMEN.—Captain Marryat has addressed a long article to the London Times on the American naval and merchant service, which contains much truth with many errors. Among the latter is the assertion that the greater proportion of seamen on board our ships of war are British, and that this must have been the case during the last war. The New York Sun reminds the captain that the officers at least were American; and this fact must have thrown the balance in favor of our ships in the last war. It says, further—every American ought to know, that two-thirds of the crew of the Constitution, at the time she captured the *Guerriere*, were Marblehead fishermen—a race of men who have ever stood by their country in its darkest hours—who, in that dreadful night, when even Washington seemed to despair of the holy cause in which he was embarked, and paused upon the banks of the Delaware, uncertain and desponding—dashed boldly into the raging torrent, and by their exertions secured the passage of the whole army. When the ocean closed over the ill-fated Wasp and her gallant crew, sixty-five families in Marblehead were bereaved of parents or children. And so will it ever be. Whenever their country demands their services, the fishermen of Marblehead, Cape Ann, and Cape Cod, will be foremost in the fight, whether on the land or on the sea.—*Baltimore Transcript*.

IMPORTANT INVENTION.—Mr. Frederick Le Mesurier, of this island, surgeon, has recently invented a new pump for ships and mines, on a new principle, infinitely superior, for all practical purposes, to any yet discovered. He is at present in London taking out a patent for it, and intends extending that patent to France, Holland, and the U. States. Some of the peculiarities of this pump are the almost total absence of friction, the impossibility of its getting choked by sand, wheat, or even small stones, and a capability, in a small sized one, worked by only one man, of delivering a hogshead of water in a minute and a half. Larger sized ones, worked by two or more men, may be made to deliver two or more hogsheads per minute; and in mines, when the pumps are worked by steam engines, the power may be immensely increased. We understand that the piston is dispensed with, and that a vacuum is produced by means of an India rubber bag, stretched on rings. Mr. Le Mesurier, it is reported, has been offered 12,000*l.* for the patent, it being foreseen that this pump must supersede all others, both in ships and mines.—*Guernsey Star*.

An experiment was made, with complete success, with one of Daniel's Galvanic Batteries, under the superintendence of Col. Pasley, of the Royal Engineers, off the gun wharf, Chatham. Thirty-five pounds of powder were exploded in about ten fathoms water, the length of the wire containing the electric fluid being five hundred feet. It caused a tremendous explosion. Three smaller ones were afterwards tried, but only one succeeded. There was a numerous assemblage of spectators.—*Maidstone, (Eng.) Journal*.

From the Journal of Commerce.

MR. EDITOR—A list of latitudes and longitudes of Lighthouses in Massachusetts has been communicated to Congress the last session, by S. Pleasonton, Superintendent of Light-houses on our Coast. (Doc. 187, H. Rep.) R. T. Paine, who was employed to determine the same, states that "they will be found to differ in nearly every instance, by two or three miles, from the latitude usually assigned to their places."

There is no part of our coast where the relative positions of various points are so well known as on the Coast of New England, except that part included by the triangulation now in progress under Mr. Hassler; and as this document is placed before Congress in an inflated style, I copy from it the latitudes and longitudes, and also from Bowditch's Navigator such of the same points as it contains, remarking that Dr. Bowditch's work gives the latitude *only* to minutes of a degree:

	Latitude.	Longitude.
Cape Cod or Highland light	*42deg 02m 22s	70deg 04m 09s
Marblehead light	- 42 30 14	70 50 47
Baker's Island (two lights)	*42 32 11	70 57 47
Gloucester, eastern point	- 42 34 48	70 40 12
Gloucester ten pound isl'd	- 42 36 04	70 40 17
Thatcher's Island (So. light)	*42 38 10	70 34 54
Do. (No. light)	*42 38 18	70 — —
Strait's-mouth-isl'd light	- 42 39 40	70 35 57
Squam harbor light	- *12 39 46	70 41 29
Ipswich (two lights)	- 42 41 03	70 46 35
Plum island (two lights)	- *42 48 23	70 49 44

Dr. Bowditch's Table.

Cape Horn light	- - - 42deg 03m —	70 deg 04m —
Baker's Island light	- - 42 33 —	70 48 —
Gloucester, eastern point	- 42 35 —	70 39 —
Thatcher's Island lights	- 42 39 —	70 34 —
Squam light	- - 42 41 —	70 40 —
Ipswich (entrance)	- - 42 42 —	70 46 —
Plum Island lights	- - 42 49 —	70 49 —

Those in a first list marked with a *, are the points given by Dr. Bowditch, and although he only carries out the latitudes to minutes, in no instance is there a difference of *one mile* in latitude.

NAUTICUS.

MILITARY INTELLIGENCE.

The following companies of the 4th artillery have arrived at New York, with the officers whose names are attached:

- A—Lieut. T. Williams, Surgeon DeCamp.
- E—Capt. W. W. Morris, Lt. E. Bradford.
- F—Lieut. C. F. Wooster.
- I—Lieuts. F. E. Hunt, T. L. Brent.

RECRUITING SERVICE.

A detachment of 77 recruits left Newport, Ky., on the 19th inst., under charge of Lieut. D. Ruggles, 5th infy., for Fort Crawford, via Jefferson Barracks; to be joined by all the disposable recruits at Louisville.

Lieut. J. M. Scott, 1st Infy., ordered to relieve Capt. J. B. Clark, 3d infy., at Louisville, and the latter to join his regiment.

ARMY.

OFFICIAL.

GENERAL
ORDERS,
No. 26.

WAR DEPARTMENT,
ADJUTANT GENERAL'S OFFICE,
Washington, April 23, 1839.

The following regulation is published for general information, and for the guidance of all officers concerned:

"WAR DEPARTMENT, April 22, 1839.

"Hereafter each recruit, before joining his regiment, will be furnished by the officer in charge of the regimental recruiting service, or the station from which he may be withdrawn for the purpose of joining, with a copy of the 'Soldier's Book,' the cost of which, twenty cents, will be charged on the muster rolls, and be deducted from the first regular payment made to him. The amounts so deducted by the paymasters will, from time to time, as they become sufficiently large, be deposited to the credit of the Treasurer of the United States, to be carried to the credit of the appropriation for the Contingencies of the Army. The deposits must, however, be made at least twice a year, unless the deductions should not, at the expiration of every six months, amount to five dollars.

"The recruiting officers will obtain the necessary supply of books for their stations, by requisitions on the officer of the Quartermaster's Department at New York.

J. R. POINSETT."

BY ORDER:

R. JONES, Adj't. Gen.

CORPS OF ENGINEERS.

Lieut. J. M. Searritt, on being relieved from duty with General Taylor, to report for duty at the Engineer Department.

April 19—Lieut. S. H. Campbell, relieved from duty with Board of Engineers, and ordered to report for duty to Col. De Russy, at Old Point Comfort.

NAVY.

ORDERS.

- April 13—Lieut. I. S. Sterett, steamer Poinsett.
- Mid. J. F. Sperry, frigate Constitution.
- 16—Surgeon W. M. Wood, steamer Poinsett.
- 18—Lt. Com'dt J. S. Nicholas, Lt. J. J. Boyle, and Ass't Surgeon S. A. McCreery, detached from packet schr. Woodbury, when that vessel shall be transferred to the proper officer of the Treasury Department, for the Revenue service.

Passed Mid. M. Marine, J. B. Marchand, and W. Gwathmey, transferred from packet schr. Woodbury to W. L. squadron.

Purser D. Walker, Navy Yard, Washington, vice G. C. Cooper, ordered to the Brandywine.

Professor A. F. Lash, frigate Constitution.

22—Passed Ass't Sur. D. S. Green, steamer Poinsett.

APPOINTMENT.

April 18—Augustus F. Lash, Professor of Mathematics.

U. S. VESSELS OF WAR REPORTED.

The U. S. frigate Constitution, Capt. Turner, arrived off Sandy Hook on Thursday, from Norfolk. It is said she will cruise off the Hook for a few days, for the purpose of exercising her men. She was towed up to the city by two steamboats, and anchored off the Battery, on Saturday afternoon. She is still deficient fifty men, to make up the complement of her crew.

PACIFIC SQUADRON—Ship North Carolina, Commo. Ballard, was to sail from Valparaiso for the U. States about the 1st Feb.

The Norfolk correspondent of the Exchange, in his letter of Monday, states that repeated firing of guns was heard by persons on board two pilot boats on Saturday afternoon and night, no doubt from the North Carolina 74, Commo. Ballard, daily expected from the Pacific. A line of battle ship was seen off the Chesapeake a few days since.

Brig Boxer, Lt. Com'dt Nicholson, at Callao, at the end of January.

BRAZIL SQUADRON—There were no United States Government vessels at Rio de Janeiro on the 5th March. They had all gone to Montevideo for the protection of American commerce in that quarter.

WEST INDIA SQUADRON—Frigate Macedonian, Capt. Kennon, bearing the broad pendant of Commo. Shubrick, and ship Levant, Comm'r Paulding, sailed from Pensacola on the 1st inst., bound down the Gulf.

Ship Vandalia, Comm'r Levy, at Vera Cruz, Mar. 29. Ship Natchez, Comm'r B. Page, arrived at Pensacola, April 6, from a cruise of 14 weeks.

Ship Boston, Commander Babbit, at Havana, April 7, bound to New York.

DEATHS.

At Fort Crawford Prairie du Chien, Wisconsin, on the 1st inst., Capt. EDGAR M. LACY, of the 5th regiment U. S. infantry.

At Fort Niagara, on the 18th inst., of pulmonary consumption, Lieut. BARNABAS CONKLING, of the 2d regiment U. S. artillery.

In this city, yesterday, ELIZABETH C., aged 8 years and 3 months, daughter of Col. D. E. TWIGGS, of the U. S. army.

REVOLUTIONARY SOLDIERS AND PATRIOTS. In Baltimore, on Monday last, General SAMUEL SMITH, aged 87 years.

In Springwater, Livingston co., N. Y., on the 2d inst. AZOR COLE, aged 100 years.

In Bourbon county, Ky., on the 25th ult. WILLIAM HARRIS, aged 94 years.

In Sidney, Delaware co., N. Y., on the 13th inst. Mr. ABRAHAM HAWLEY, aged 83 years.

At Jersey City, on Friday evening, Colonel AARON OGDEN, an officer of the Revolutionary army, and President General of the Society of Cincinnati, aged 53.

FOREIGN PUBLICATIONS.

The undersigned, having established a correspondence in Europe, offers his services to the officers of the Army and Navy, for the importation of any foreign periodical or professional publications, which they may wish to procure.

Lists of new publications and works in press will, after a short time, be regularly received, and the titles of such as are of a professional character, will be inserted in the Chronicle.

The facilities for forwarding small parcels from the city of Washington to every section of the Union, are perhaps equal to those of any other place.

As but a very small advance on the actual cost and expenses will be added, greater bargains may be made by forwarding the money in advance, to purchase with; but it is expected that all works ordered will be paid for before delivery.

B. HOMANS.

Washington, D. C., April, 1839.

E. OWEN & CO. MERCHANT TAILORS,

BEG leave to inform their Military and Naval friends and the Public in general, that, for the convenience of their patrons in the more central part of the City, they have lately opened the large store one door east of Fuller's Hotel, where, with all gratitude for past favors, they trust to experience a continuance of the liberal support of their customers.

E. Owen & Co. have supplied their store with all that the fashionable world could produce in the article of dress, both for citizens and officers of the Army and Navy; and they pledge themselves to give the same satisfaction which they have invariably given to judges of acknowledged taste.

Washington, D. C. Dec. 14, 1837—1j